IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Currently Amended): A seat for an aircraft, comprising:

a sitting portion with a sitting surface,

a back portion with a back surface, and

two armrests,

wherein said seat is convertible into a bed, and further comprises

a guide mechanism with at least two substantially vertical rails that guide at least one armrest in a translatory movement in a substantially vertical direction, wherein said guide mechanism guides said at least one armrest between an initial position in which a top surface of said at least one armrest projects above the sitting surface of the sitting portion and a second retracted position in which said top surface of said at least one armrest is substantially flush with a substantially horizontal surface of a portion adjacent to the at least one armrest or is below said substantially horizontal surface, and

a lateral wall surrounding a rear of the seat,

wherein said at least one armrest is an extension of the wall.

Claim 2 (Previously Presented): A seat according to claim 1, wherein said bed is convertible from a sitting position, in which said back portion is inclined with respect to said sitting surface, into a bed position, in which said back portion is substantially horizontal, and

wherein in said bed position and in said second retracted position, the top surface of said at least one armrest is substantially horizontal and flush with the back surface.

Claim 3 (Previously Presented): A seat according to claim 1, wherein, in said second retracted position, said top portion of the at least one armrest is substantially flush with the sitting surface of the sitting portion or is below said sitting surface.

Claim 4 (Previously Presented): A seat according to claim 1, wherein said bed is convertible from a sitting position, in which said back portion is inclined with respect to said sitting surface, into a bed position, in which said back portion is substantially horizontal, and

wherein said guide mechanism guides the at least one armrest independently of the back portion such that said at least one armrest is movable back and forth between said initial position and said retracted position in both said sitting position and in said bed position.

Claims 5-7 (Canceled).

Claim 8 (Previously Presented): A seat according to claim 1, wherein said at least one armrest comprises means for locking said at least one armrest in said initial position.

Claim 9 (Previously Presented): A seat according to claim 8, further comprising prestressing means for exerting a force on the at least one armrest, wherein said force tends to restore said at least one armrest to said initial position.

Claim 10 (Previously Presented): A seat according to claim 9, further comprising means for locking the at least one armrest in said retracted position.

Claim 11 (Previously Presented): An aircraft for passenger transportation, comprising at least one seat according to claim 1.

Claim 12 (Previously Presented): A seat according to claim 1, wherein, in said second retracted position, said top surface of said at least one armrest is substantially flush with the substantially horizontal sitting surface of said sitting portion.

Claim 13 (Previously Presented): A seat according to claim 1, wherein, in said second retracted position, said top surface of said at least one armrest is below said sitting surface.

Claim 14 (Currently Amended): A seat ~~according to claim 2,~~ for an aircraft, comprising:

a sitting portion with a sitting surface,

a back portion with a back surface, and

two armrests,

wherein said seat is convertible into a bed, and further comprises

a guide mechanism with at least two substantially vertical rails that guide at least one armrest in a translatory movement in a substantially vertical direction, wherein said guide mechanism guides said at least one armrest between an initial position in which a top surface of said at least one armrest projects above the sitting surface of the sitting portion and a second retracted position in which said top surface of said at least one armrest is substantially flush with a substantially horizontal surface of a portion adjacent to the at least one armrest or is below said substantially horizontal surface,

wherein said bed is convertible from a sitting position, in which said back portion is inclined with respect to said sitting surface, into a bed position, in which said back portion is substantially horizontal,

wherein in said bed position and in said second retracted position, the top surface of said at least one armrest is substantially horizontal and flush with the back surface, and

wherein, in said bed position, said back portion is over said sitting portion such that in said second retracted position, said top surface of said at least one armrest is above said sitting portion.

Claim 15 (Previously Presented): A seat according to claim 2, wherein said sitting portion is fixed so as to be in a same position in both said sitting position and in said bed position, and said back portion shifts from said sitting position to said bed position so as to entirely cover said sitting portion in said bed position.

Claim 16 (Currently Amended): A seat ~~according to claim 1,~~ for an aircraft, comprising:

a sitting portion with a sitting surface,

a back portion with a back surface, and

two armrests,

wherein said seat is convertible into a bed, and further comprises

a guide mechanism with at least two substantially vertical rails that guide at least one armrest in a translatory movement in a substantially vertical direction, wherein said guide mechanism guides said at least one armrest between an initial position in which a top surface of said at least one armrest projects above the sitting surface of the sitting portion and a second retracted position in which said top surface of said at least one armrest is substantially flush with a substantially horizontal surface of a portion adjacent to the at least one armrest or is below said substantially horizontal surface,

wherein said guide mechanism includes at least one jack that prestresses said armrest in said initial position, wherein said jack has a first end to be fastened to a floor of said aircraft and a second end fastened to said at least one armrest.

Claim 17 (Previously Presented): A seat according to claim 16, wherein said guide mechanism includes a single jack with said second end fastened to a lower surface of said at least one armrest.

Claim 18 (Previously Presented): A seat according to claim 17, wherein said single jack is positioned at an angle relative to a vertical axis.

Claim 19 (Previously Presented): A seat according to claim 16, wherein said guide mechanism includes at least two vertical jacks that prestress said armrest in said initial position, wherein each jack has a sleeve that receives one of said rails, wherein said sleeves project downward below a lower surface of said at least one armrest so as to limit a downward movement of said at least one armrest by touching said floor of said aircraft when said at least one armrest reaches said retracted position.

Claim 20 (Previously Presented): A seat according to claim 1, wherein said seat is convertible from a sitting position, in which said back portion is inclined with respect to said sitting surface, into a bed position, in which said back portion is substantially horizontal, and

wherein, in said bed position and in said second retracted position, the top surface of said at least one armrest is below said back surface.